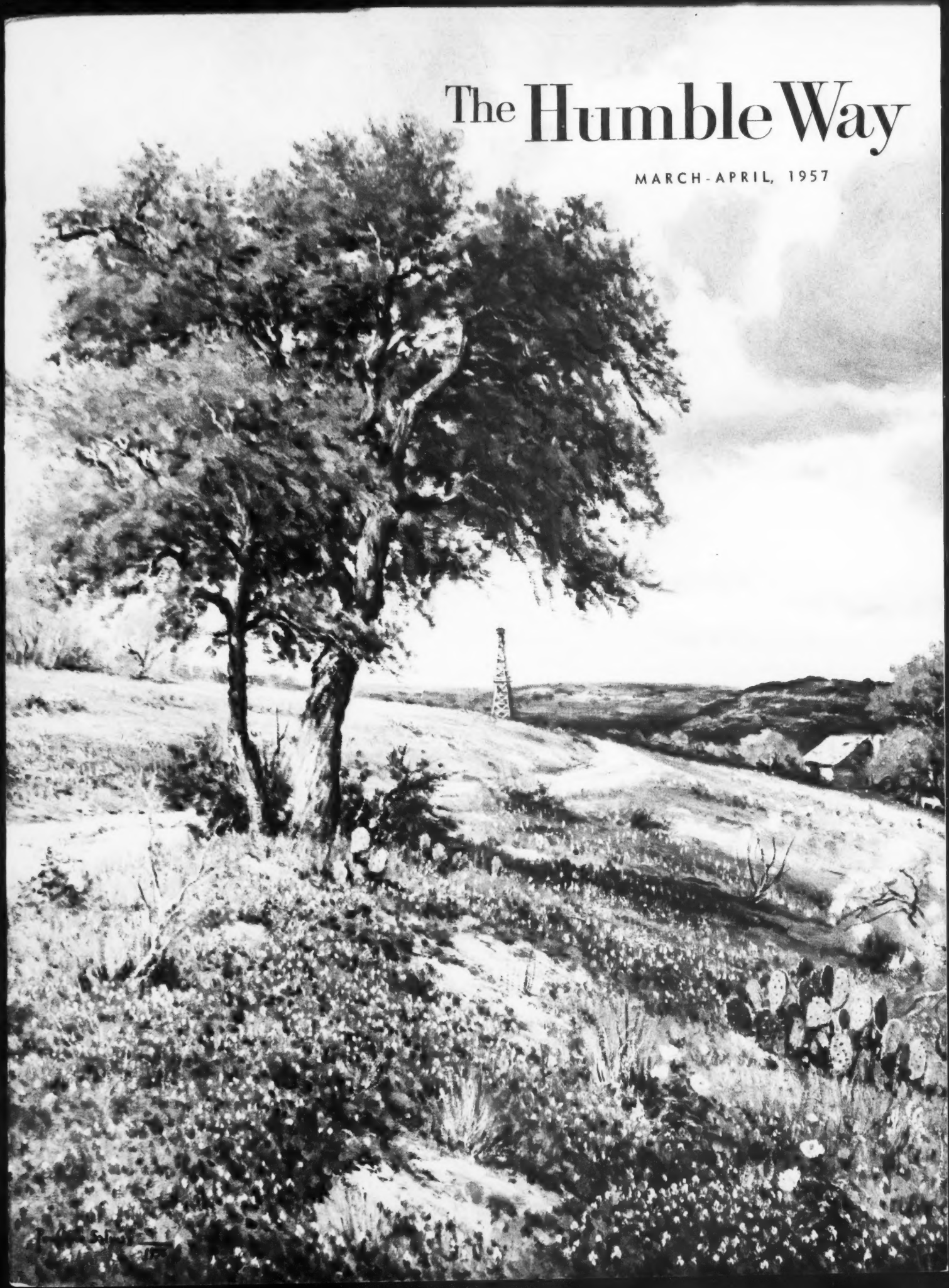
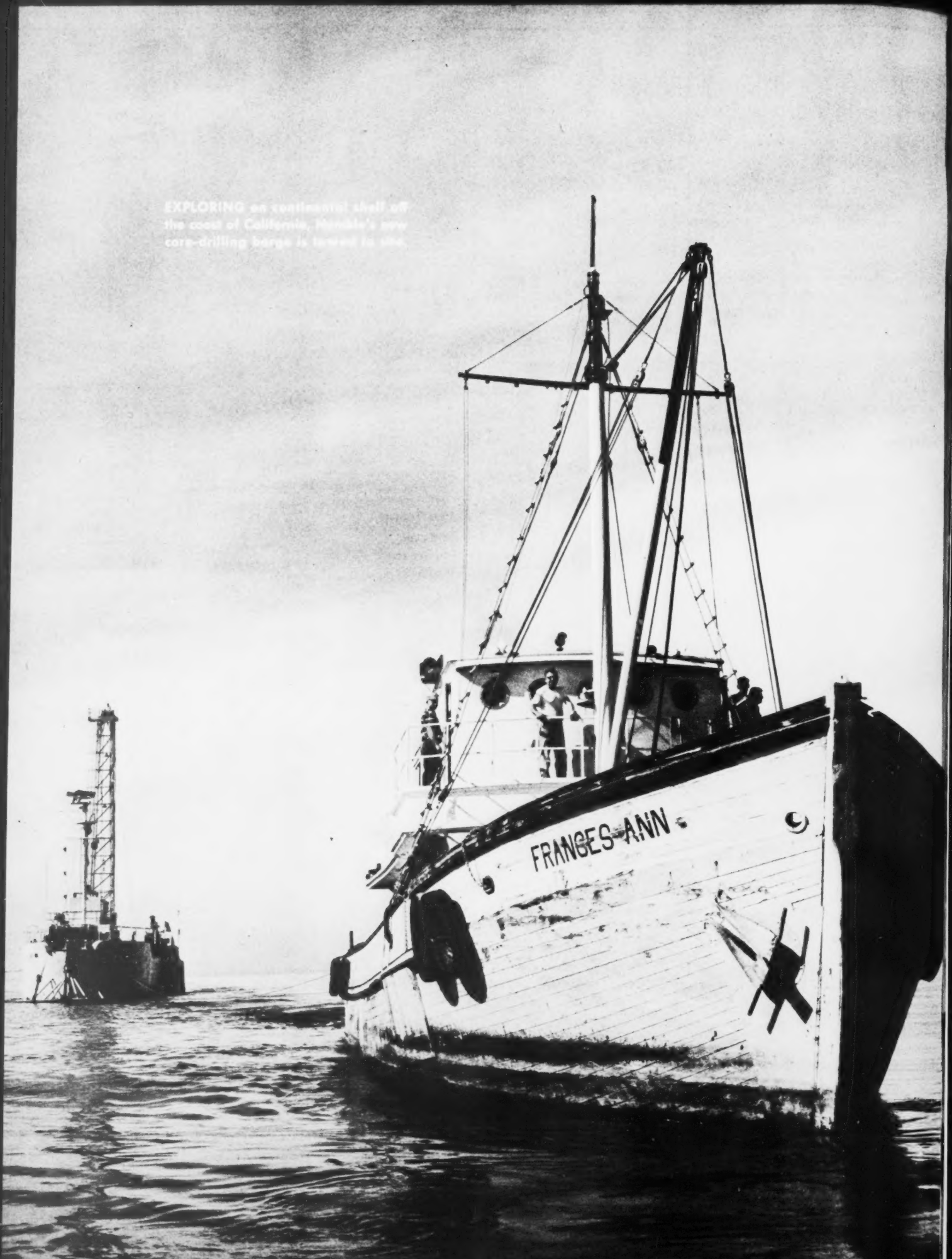
The Humble Way

MARCH-APRIL, 1957





EXPLORING on continental shelf off the coast of California, Humble's new core-drilling barge is towed to site.

The Humble Way
March-April, 1957
Vol. XII No. 6

ANNUAL REPORT FEATURES FORTY YEARS OF PROGRESS

IN ITS 1956 annual report, Humble Oil & Refining Company looks back on forty years of progress since its organization in 1917.

Humble's operations began in March, 1917, with the consolidation of properties largely owned by its organizers and first directors, including R. S. Sterling, F. P. Sterling, W. S. Farish, R. L. Blaffer, W. W. Fondren, H. C. Wiess, and C. B. Goddard.

During 1917, the Company produced 8,800 barrels daily of net crude oil. Its first pipeline deliveries were in 1919, and its first runs to stills at the Baytown refinery were in 1920.

In 1956, Humble produced 405,500 barrels daily of net crude oil and natural gas liquids, refined 261,800 barrels daily and delivered 699,700 barrels daily through trunk pipelines.

Since it started operations in 1917, Humble has produced about 2.5 billion barrels of petroleum liquids, refined some 2 billion barrels into products, and transported 5.2 billion barrels through its trunk pipelines. About half of this business has been done in the past 10 years, the report states.

At the end of 1956, the Company had about 8,900 shareholders and 19,000 employees. The shareholder's investment stood at $1,257,582,000. This investment includes large sums retained from earnings and risked in expansion of the business.

An increased volume of business raised operating revenues by about 10 per cent over the previous year to $1,189,031,000. Rising costs, expenses, and taxes reduced profit margins per unit of production, however, and caused the rate of return on investment to decline.

Humble's net income in 1956 was $178,961,100, or $4.99 a share. The increase of 2.3 per cent over 1955 was

Humble completed 905 wells in 1956 at an average cost of $131,600.

smaller than the rate of gain in volume of operations and in capital investments.

Capital expenditures were $183,908,000, a decrease from the previous year because expenditures for refining facilities were reduced by about the amount spent for the Baytown Butyl rubber and butadiene units in 1955. Of the total capital expenditures, oil and gas production facilities accounted for $155,460,000, or about 85 per cent. In adidtion, the cost of dry holes and other current exploration expenses of $98,089,200 brought the total amount risked in searching for and developing oil and gas production to $253,549,200.

Expansion of exploratory activities resulted in a 30 per cent increase in the number of rank wildcats drilled. Nearly one-third of all Humble's exploratory wells proved to be discoveries, and 21 of the 48 successful wells were gas producers.

Humble completed 905 wells in 1956 at an average cost of $131,600 compared with 857 wells completed in 1955 at an average cost of $130,500. Offshore drilling operations were accelerated in 1956 with the completion of 41 wells at an average cost of $580,400 per well. The cost of drilling wells in 1956 was $127,520,700, including $48,085,400 for dry holes.

At the end of 1956, the Company was operating 13,145 producing wells, an increase of 313 during the year. West Texas accounted for more than half of the net gain in wells.

Crude oil sales for export, which averaged 11,000 barrels daily in 1955, reached a peak of 156,300 barrels daily in December, 1956. Humble supplied 7,611,000 barrels for emergency export to Europe in November and December. Total sales of crude oil were the highest since 1948.

Humble is making additional investments in petrochemical units to meet demands for benzene and ethylene in the Gulf Coast area. Its benzene and ethylene units, now under construction, will rank with the largest plants now making these chemical feed stocks.

The letter to shareholders and employees pointed out that during the four decades of its existence, Humble has "contributed materially to the tremendous progress that has transformed petroleum operations from an art to a science, and to the supply of petroleum products vital to our national defense, our industrial expansion, and our general welfare."

HIGHLIGHTS OF OPERATIONS

	1956	1955
FINANCIAL DATA		
Shareholders' Investment	$1,257,582,000	$1,163,868,100
Net Income	$178,961,100	$174,997,500
Dividends	$86,072,400	$82,827,300
Capital Expenditures	$183,908,000	$210,419,900
Per Share:		
Net Income	$4.99	$4.88
Dividends	$2.40	$2.31
OPERATING VOLUMES		
Net Crude Oil Production—Barrels Daily	371,000	357,300
Crude Oil Refined—Barrels Daily	261,800	247,800
Trunk Line Deliveries—Barrels Daily	699,700	639,400
Net Natural Gas Sales—Million Cubic Feet Daily	1,065	960

Retiring President Hines H. Baker (left) and Executive Vice President Morgan J. Davis, whom directors of the Company contemplate electing president on April 29.

PRESIDENT HINES H. BAKER TO RETIRE

Accepts nomination to Standard Oil Company (N. J.) Board; Directors contemplate electing Morgan J. Davis President at April 29 meeting

THE notice of the Annual Meeting which was mailed to shareholders of Humble Oil & Refining Company on March 12 advised that Hines H. Baker plans to retire as President and Director of the Company on April 29.

The notice states:

"Hines H. Baker, President of the Company since May 1948, a Director since February 1937, and an employee for more than 37 years, has advised his associates on the Board of Directors of his purpose to retire as President and Director at the time of the next shareholders' meeting on April 29, 1957. He assigned as a principal reason for his decision a desire to enable thoroughly competent younger men in present executive positions to advance and assume larger responsibilities, and thus to make possible longer service by them in the higher executive positions with enough time before them to develop and carry forward their plans for the Company's further progress.

"Following Mr. Baker's announcement to associates on the Humble Board, he agreed for the Management of Standard Oil Company (New Jersey) to nominate him for election to membership on the Board of Directors of that Company at the annual meeting of the shareholders to be held on May 22, 1957."

Mr. Baker graduated from The University of Texas with both a bachelor of arts and a law degree in 1917. After a brief period in general law practice he started his career with the Humble Company in October, 1919, as a member of the Law Department. During the early years of the Company's expansion in production, refining, transportation and marketing, Mr. Baker gained broad experience while handling legal aspects of every phase of the Company's business.

He was elected a director in 1937, and became responsible for refining and sales operations in 1940. The following year he was named a vice president, retaining his responsibility for refining and sales through the years of World War II. In 1945 he was named executive vice president, and in May of 1948 he was elected president.

With his retirement on April 29, Mr. Baker will bring to a close a career with Humble that spans more than 37 years of the Company's 40-year history.

Following Mr. Baker's retirement the directors of Humble contemplate electing Morgan J. Davis as President. Mr. Davis is now executive vice president of the Company. From 1941 to 1948 he was chief geologist. He became a director in 1948, a vice president in 1951, and executive vice president in 1956. He has been with Humble almost continuously since 1925.

Customer starts a chain-reaction of billing when she stops for service under a Humble sign and uses a Humble-matic credit card.

Humble-matic imprinter transfers name and number from card to purchase invoice, insuring the customer of accurate billing.

"Here's my card"

PEOPLE have been buying things and saying "charge it" since Babylonian times. Only credit methods have changed. One modern innovation has been the use of credit cards—now standard equipment in most purses and wallets. With these handy talismans of good credit ratings, the customer can buy, without one cent of cash, anything from a tankful of gasoline to a suit of clothes or a new set of household furnishings.

In the oil industry, a forerunner of the credit card was the gasoline coupon, first sold to customers before 1920. A book of them sold for a set price. The only trouble was gasoline

Bulk stations collect invoices from the stations in their district and forward to Houston office.

Sales accounting office mail room in Houston receives invoices and forwards them to the card punching section. All retail billing by Humble is done in Houston office.

prices fluctuated over a period of time, so neither the customer nor the company knew how they were going to come out on the deal.

Money books, with coupons valued in cents rather than gallons, seemed to be the answer. This method, too, proved unsatisfactory in the long run. Something else was needed, and about 30 years ago a solution was found. This was the credit card. Even this proved to be something less than ideal —not because of the card itself, but in the manner of its distribution. In the competitive rush for credit business, marketers eagerly issued cards to anyone who owned an automobile. Early losses soon pointed up the wisdom of being more selective.

Today, Humble is one of the leaders in its retail marketing area in credit business. Many customers want a Humble card not only for credit but for the purpose of identification and for prestige. In screening applicants for these cards, Humble, like other retail marketers, relies heavily on reports from local credit associations, and studies these reports along with other factors.

But merely issuing a credit card is not enough. A card serves neither the customer nor the Company unless it is used. When a credit account seems to be inactive, a courteous check is made to determine, if possible, why the customer is not using his credit card.

After one such check, a customer replied that he wanted very much to keep his card and expected to make more frequent use of it in the future. As evidence of his intention, he sent along a personal check for $100 as payment in advance for future purchases. "Just let me know when this runs out, and I'll send more," he added.

In extending credit, Humble provides customers with four primary conveniences.

1. A single bill each month with itemized purchases attached.
2. A substitute for cash, at home or on the highway.
3. A credit card which is honored throughout U. S. and Canada.
4. Less time spent in the service station.

On these pages is traced the course taken by a retail invoice from the moment gasoline is bought by credit card on a station driveway to final billing.

Clerk finds one month's invoices for one letter of the alphabet overflow machine.

This machine—a small electronic brain—looks for errors in hand-punched cards.

Machine's "switchboard" is set to combine customer's monthly invoices on one card.

The final printing of statements by machine completes "mechanical" billing process.

Statements with itemized invoices are placed in envelopes by hand, allowing clerks to insert in them pertinent customer information about new Humble products or a new service station.

For Better Retirement

Humble Annuity Plan has been liberalized six major ways, improving the general level of retirement income for employees

LIKE her kitchen window, Martha Perkins was about to get steamed up.

Sam Perkins, with husbandly resignation, figured she might be. The Humble lease pumper was an hour late for supper. He peeked through the back screen of the cottage. Once inside, a glance confirmed what he feared: Martha was put out over having to delay supper.

"Sorry I'm late, dear," said Sam, standing uneasily on one boot and then the other. "Hope supper didn't get *too* cold. But we had an employee meeting most of the afternoon. Mighty important one, too. The Company is improving the annuity plan. Making it more liberal so a retired man can live more comfortably. They gave us all the particulars. After that I hung on a spell and talked to Bill Edwards. You remember him, the Employee Relations man."

Martha began to ferry supper from the oven, where it had been warming. But she didn't say a word.

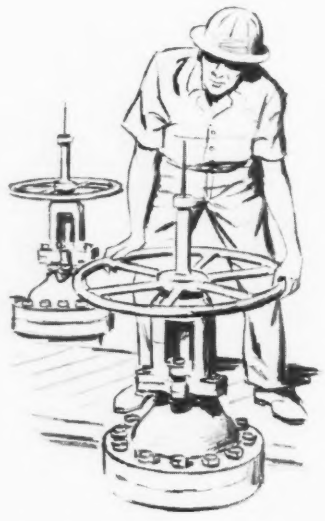
"Bill showed where the new plan could help us quite a bit in the long run. Maybe you haven't noticed," he chuckled nervously, "but I'm 51 years old. One of these spring mornings, you and I will begin to enjoy the leisure time we have worked hard to earn."

Martha slipped into her chair and nodded to her 14-year-old son. Sam Jr. quietly recited a brief blessing.

Later, over hot peach cobbler, Sam broke the silence. "Yessiree, Martha, with this new annuity plan, looks like we might be setting up that chicken ranch you've been talking about. Suppose you'll want to hear all about it, eh?"

Martha, 101 pounds of apparent indifference, sipped a second cup of coffee.

"Tell *me,* Dad," said Sam Jr., trying his boyish best to help his father out of an uncomfortable situation.



New Annuity plan helps the employee take advantage of best earnings years; now, part of his annuity is based on his final earnings.

"Well, maybe I could at that." Sam pulled a brown booklet from his hip pocket and tried to rub out the fold. "New Retirement Income Features of the Humble Annuity and Thrift Plan," he read with resolution.

"What's *annuity?*" asked the sandy-haired eighth grader.

"That, son, is the money the Company and I set aside each month to help pay the way when I retire. Actually, though, the Annuity & Thrift Plan is just one of the Company's benefit plans. Humble provides employees with lots of extras, which help make it one of the best outfits anywhere to work for."

Sam Jr. wanted to know what that "crow" on the booklet cover had to do with retirement.

"Don't know as it's a *crow,*" his father grinned. "Just a bird feathering its nest. That illustrates what the Company's new retirement plan does: helps you feather your nest for the future.

"Show you what I mean," said Sam, turning the page. "You see, son, ever since I went with Humble back in 1931, I've been feathering my nest in four ways. Might call them nest eggs, like in the picture there. One is Social Security—that's paid to me by the government when I reach 65. Another nest egg is the personal savings your

"Company is improving our annuity plan," Sam Perkins explained to his wife, Martha. "Making it more liberal so a retired man can live more comfortably."

mother and I have put away. Then the Humble thrift plan savings. Finally, Nest Egg No. 4: Humble annuities. Now they've made the last egg more valuable than ever."

"How come?"

"A mighty good reason. Times, as you've probably heard, are not what they once were. Like I was reading in a magazine the other day: 'Money talks but none of the younger generation would believe an old dollar's story of what it used to buy.' A five-dollar bill used to bring home a whole wagon-load of groceries. Now you carry them home in your glove compartment." Sam shifted in his chair, lit his favorite pipe and hopefully asked Martha if it wasn't so.

Martha was adamant.

"Well, anyway, son, the Company checked around and decided that although our retirement plan was better than most, it could stand some improving. Without getting too complicated, Bill Edwards explained that under the old plan, all annuity was based on actual earnings. Under the new plan, a part of the annuity will still be based on actual earnings, but a part of it will be based on final earnings to better take into account the cost of living at the time of retirement. (See chart, page 9.)

"That final earnings annuity is the new plan's key improvement. Payments after retirement will be tied in with the highest five-year average earnings out of the last ten years that a man works. That way, he can usually take advantage of his best earnings years."

The boy supposed that if you got a better deal, it cost you something extra.

"*Will* cost the Company more," said his dad, "but not me. And that's the real beauty of it. Like Bill Edwards said today, 98 per cent of Humble employees in the plan will pay no more. Every time I kick in $1, the Company comes across with about $4 on the average—probably more in my case because I'm older than the average employee and annuity costs more as you get older."

Under new rules, about 4,700 Humble employees have had lost service or sick time restored; one employee got back 21 years.

"Let's see," said Sam Jr., "you retire in—one from five in four, five from six is one—14 years. At 65. How much will you get a month?"

"Actually, it's pretty hard to figure my individual case till all the facts are in—I don't know what I'll be making when I retire in 1971 with 40 years' service. But Bill says that if I get any raises at all—sure ought to in 14 years—the new retirement plan will really go to work for me. And it's designed to take care of your mother and me no matter how shrivelled up the dollar gets."

Sam spoke up louder than was necessary for Sam Jr. to hear. He was talking less to his son than to his wife, now doing the dishes in sudsy silence.

"I'll give you an example, though—one Bill used at the meeting today." Sam clamped the stem of his pipe thoughtfully. "Let's use you. Pretend you are old enough to go to work for Humble tomorrow morning.

"We'll start you off at $400 a month. Let's say that after 35 years' service, you retire at 65. Your career average earnings, we'll say, are about

$575 a month. But—and get this—just before retirement you are making considerably more than when you started 35 years before, which is not unusual. Let's say your highest five-year average earnings out of the last ten years of service come to $750 a month."

"Sounds better than the $3 allowance I get now," Sam Jr. said.

Sam continued: "Now, with that situation under the old plan, you'd get about $332 a month in annuity. But under the new plan, you'd get about $407—$75 a month more. Looks like an increase of, let's see, nearly 22 per cent!"

"So I'd get $407 a month just for loafing?"

"That's right. If you could stand 'just loafing.' But mind you, I'm just citing a case. In actual practice the new plan could mean more or less to you depending on your actual earnings. Another thing: that's *just* annuity. Doesn't include those other nest eggs we talked about—Social Security, Humble Thrift Plan and any personal savings you stash away."

"Man, that would be the life. No school. No homework. No lawn mowing. No tending the garden. And looks like I'll be making more money after retirement than before," Sam ventured.

"Well," said Dad, with a side glance at Martha, "at least there'd be fewer deducts from your pay." He'd have sworn he saw Martha cock an ear. Her back was turned, drying dishes; he couldn't be sure.

Sam took the cue anyway. He pointed out that the new plan still guaranteed that for every $3 an employee put in, he would get $2 a year after normal retirement. You have to live only 18 months past your 65th birthday, he said, to collect everything you put into the plan. "And even if I die any time before I retire, your mother gets everything I've put into the annuity kitty—with interest."

"What if Mom died, too?" Sam Jr. was a very practical young man, one to figure all the possibilities.

"In that case, the money would go to you and Sis." Marguerite was 19, a sophomore at North Texas State College. "This new plan is just about foolproof. And it's got other features that make it easier for a man to care for himself and his family when he's retired—begins to feel his corns more than his oats."

The eighth grader was getting restless. It wasn't that he wasn't interested, he explained. The reason was of more far-reaching dimensions: "Dad, Wyatt Earp is on television in five minutes."

"I'll hurry," said his father with mock seriousness, " . . . but you need to hear all this. So you can explain it to your mother." Sam leaned toward his son and whispered loud enough for Martha to hear: "She is not particularly happy about my being so late."

Martha placed what was left of the peach cobbler in the refrigerator, seated herself at the table and began to make out a grocery list. It was only Monday. Martha shopped on Saturdays.

"Suppose I retire *before* age 65," said Sam. "I pray the Good Lord it won't be for reasons of health. But you never can tell. Still, let's look on the bright side. Maybe we *do* decide to give that old Dominecker hen outside some company—start that chicken ranch a little early.

"Now, my Social Security doesn't begin till 65, but Humble's TERA (that's Temporary Early Retirement Allowance) helps the man who retires before then. Of course, it costs too much to get your full annuity when you retire early. That's understandable. But under the new TERA formula I'd collect more annuity than before if I checked in my tin hat early.

"Another thing," Sam went on, "under the new plan I'll get credit for lost time. Back in 1937, before you were born, son, I was pretty sick for a while. Out of commission for six months. I got my sick pay from the Company all right, but being out for so long caused me to lose service credit for that time. The new rules say I get credit for those six months toward my annuity—also toward vacation, sickness and survivor benefits and service awards."

Sam Jr. said he reckoned that would help a certain number of employees who'd been laid low by such things.

"That's true, son. Sickness and industrial accidents, too. Even those fellows who resigned or got laid off and

If an employee dies before retirement, all annuities, plus interest, customarily go to the surviving wife or husband. Next in line as beneficiaries would be children.

came back with Humble get credit for their former service. Bill Edwards said nearly 4,700 Humble people will have lost service or sick time restored."

Sam puffed on his pipe like a locomotive building steam for the last steep hill of a long, high haul and went on to explain two final features of the new annuity plan.

In many cases, he said, the new retirement plan would increase annuities already accumulated. That wouldn't help him so much—maybe none at all—since he came to work under the extra-liberal 1932 Annuity Plan. But fellows like neighbor Tom Lawson, who came with Humble in 1936, probably would benefit from it. When a man retires, his annuities under all plans are balanced against the annuity he would have received had he been under the new plan all the time —a supplemental annuity payment making up the difference.

"One last thing," said Sam, "Social Security." If Congress should change the present tax base (now $4,200), there would be an automatic adjustment in costs and annuities under the new plan, he said. If Uncle Sam decided to pay better pensions, the Company and employees wouldn't need to carry as much of the load of providing annuities through the annuity plan. However, both employees and the Company, he said, could expect to pay more in Social Security taxes.

Sam was sure Martha was listening now. Her face was softer, her eyes filled with a warm glow of interest.

Revisions in Temporary Early Retirement Allowance formula permit an employee to retire early, collect greater percentage of annuity than previously.

Sam Jr., on the other hand, was edging toward the living room. For half an hour, true to the manifesto that men must stand together, he had made manful effort to at least *appear* interested. But now the thread of father-son loyalty was wearing thin.

The lure of television won out. "That all sounds good, Dad," said the boy, "but it's a long time in the future. Wyatt Earp is on *right now!* Let's talk later, huh?"

Martha Perkins gave her husband a smile so broad you could almost see it from behind. It was obvious she was pleased as punch that she was Sam Perkins' wife and that he worked for Humble and that their future seemed indeed secure. She had, of course, heard every word.

"Like some peach cobbler and coffee, dear?" she asked.

"With ice cream on the side, maybe?" Sam put in.

"With ice cream on the side."

Improved annuity plan is tailored to care for needs of Humble annuitants, regardless of the dollar's value.

NEW ANNUITY FORMULA

1½% of Actual Earnings
plus
¾% of "Highest 5-year Average"* over average** Social Security Tax Base (currently $350 a month).

*This is the average of the highest consecutive 5-year earnings during the last 10 years before retirement.

**Average of last 5 years.

Fifth birthday celebrated by

TEXAS IN REVIEW

In East Texas, a Texas in Review cameraman films sequence on Kilgore Rangerettes, precision drill group.

In far West Texas, smocked cameraman films preparation for abdominal surgery at El Paso hospital. Texas in Review keeps four to eight photographers constantly on the go.

YOU CAN always tell a Texan, they say, but you can't tell him much.

One exception of this time-worn adage is the Humble Company's weekly television program, "Texas in Review," which recently marked five years of telling Texans a lot about their favorite subject—Texas.

Texans of all ages, it seems, take to Texas in Review's attempts to capture the flavor of the Lone Star land. Its popularity was symbolized recently by two fan letters from widely separated generations.

One came from a nine-year-old Littlefield boy, who enclosed crayon-colored plans for what he called his "Ideal TV Room." On the television screen in the diagram, the junior-grade architect had boldly lettered the name of his favorite show: TEXAS IN REVIEW.

About the same time, a letter arrived from Huntsville, where a Texas in Review crew filmed a feature on Sam Houston's historic Steamboat

After film is shot to script, it is carefully edited; about 5,000 feet is cut to 1,200 for 30-minute show.

Narrator reads from script onto tape recording, times reading to pictures projected on screen.

House. "It was a treat," an oldtimer wrote, "to an old Texian." Then he added, almost smugly: "But the so-called 'breezeway' of the early Texas home actually was called a 'gallery.' "

Texas in Review got in at the grassroots of Texas television. On February 4, 1952, Humble presented its first 30-minute program over four stations. Now, the weekly review is carried—mostly on Mondays and Tuesdays—by 23 outlets. Its weekly audience in 1,000 communities, according to continuing surveys, numbers *one and one-half million.*

Unfortunately, its coverage is limited to *Texas* communities, as a Corsicana woman learned to her disappointment. She wrote to ask if filmstrips of the Tyler Rose Festival could be shown "so the people of Cincinnati, Ohio, would be able to see."

The weekly call on Texas in Review's 27 minutes of feature time is staggering. Ideas—which arrive in droves by mail and telephone—are carefully screened by a Humble television committee. Although many cannot be used, most of the feature subjects which find their way into the finished film have been suggested by interested Texans. A usable idea has at least some unique features and reflects Texana. Too, it is suited to narrated television and is non-commercial.

A glance at 1956 shows wide variety in program subject matter. For example, 160 towns or communities were featured. Thirteen centennials and one bi-centennial were covered. Twenty-four industry stories were used. Nine profiles of colorful Texans were presented. There were 15 stories about education, three literary and one religious feature.

Home base for Texas in Review is Dallas, where 15 employees of the Jamieson Film Company devote 625 man-hours weekly to its preparation. Activity picks up in the fall, when photographers film Southwest Conference football games (narrated by Sportscaster Kern Tips), in addition to general Texas stories.

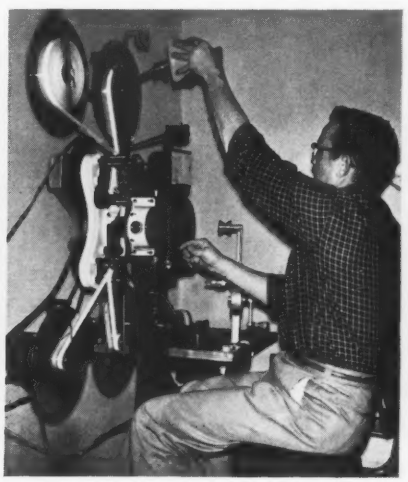
For Texas in Review cameramen, there's never a dull moment. They've covered a judo tournament, a wild cattle roundup, a soap box derby, an old fiddlers' reunion, a Jeep rodeo and a U. S. President's visit. They've photographed tortillas, mistletoe, Gulf Coast lighthouses, Texas Rangers, a skunk ranch, a ghost town, a pogo stick factory, a major operation, a barbed wire collection, a cactus zoo and the world's largest light bulb.

In five years, Humble's television show has covered more than 1,500 subjects and is still consuming five to seven ideas a week. At this rate, won't Texas in Review finally run dry on subjects?

"Not as long," says one of the Texans responsible for it, "as there's a Texas *to* review."

Technician prepares titles on animation stand; he is one of 15 assigned to show.

Sound engineer monitors narration to be "mixed" with music, transferred to film.



Finally, prints are made of finished film; copies are flown to 23 Texas TV stations.

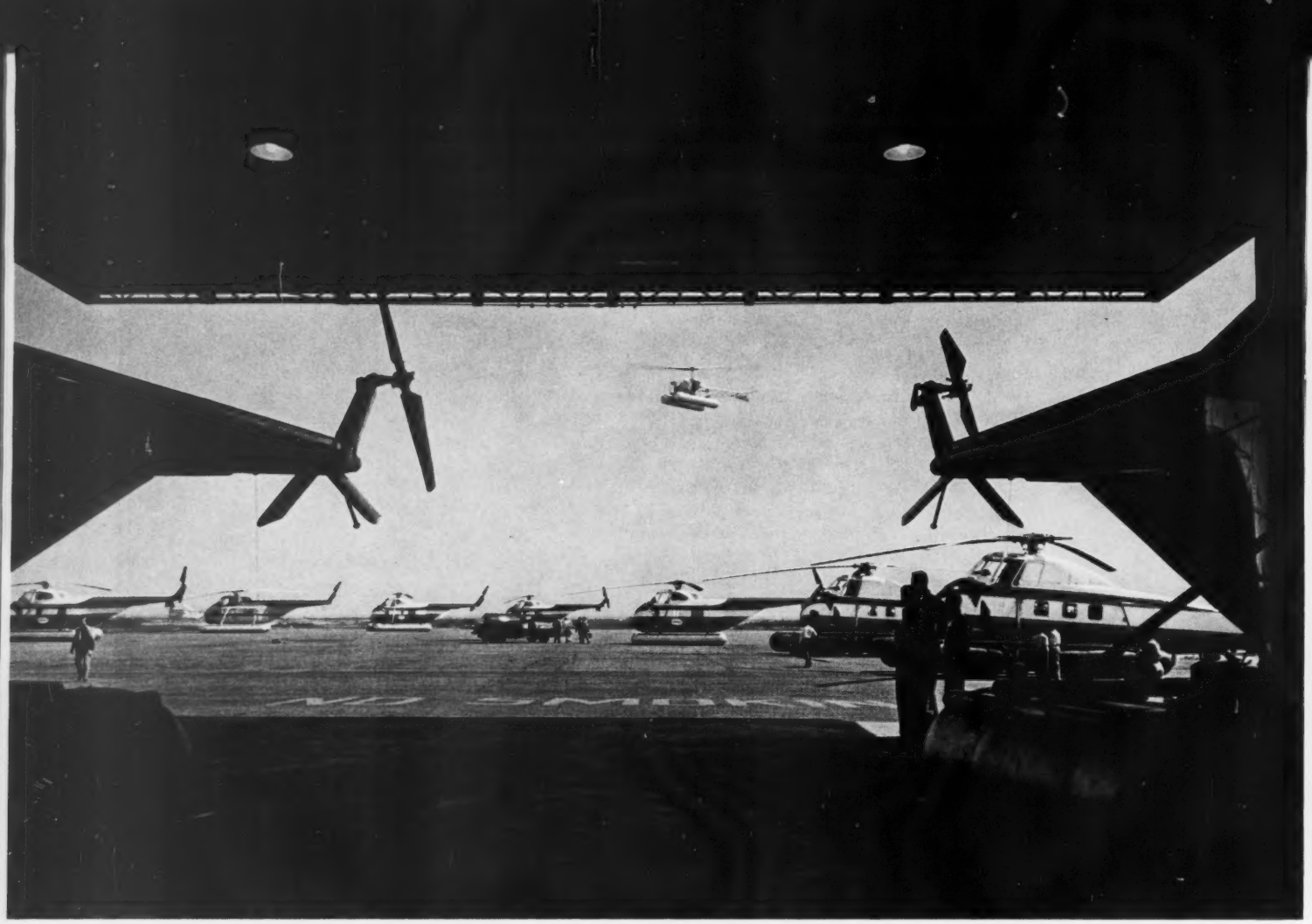
Working with HUMBLE

Steering Wheels To Move Oil

STANDING among a brilliant and bewildering mass of valves and pipes at Webster Station, an employee of Humble Pipe Line Company turns just the right "steering wheel" to send oil pulsing through a pipe line to its proper destination. According to the order, this oil may be bound for Baytown Refinery, Texas City, any one of several points along the Houston Ship Channel, or for inland locations on the Gulf Coast.

To Webster Station, south of Houston, throb steady streams of oil through pipe lines which serve oil fields in West Texas, the faraway Panhandle, and the Gulf Coast. Part of the job of those who work at Webster is to see that incoming oil is received properly into one or more of 49 storage tanks whose combined capacity reaches a whopping 2,745,000 barrels. Then, in response to daily orders, men of Webster control the flow of oil from the station to delivery points.

With a push of buttons, employees at Webster can set as many as six modern electric-centrifugal pumps into action, moving up to 185,000 barrels a day. Last month, they handled fifteen different grades of crude oil, always taking care not to mix grades.



Through open door of Grand Isle hangar, Humble's colorful helicopter fleet dominates a busy scene. Drilling crews with suitcases board a craft being refueled, as a tiny Bell flutters in. In February, Humble 'copters safely shuttled 12,103 passengers to offshore locations.

OFFSHORE AIRLIFT

A versatile workhorse, the helicopter helps keep Humble in race for offshore oil by ferrying men, materials to rigs in Gulf.

IT WAS a typical November morning at Humble's Grand Isle heliport; the air was clean and cold. A slight, erect figure in a black overcoat stood on the asphalt apron of the hangar. With his bushy gray mustache, he might have been mistaken for a college professor.

Silently, he scanned the horizon. In the distance, drilling rigs sprouted like water plants from the blue water of the Gulf of Mexico. Inside the hangar, mechanics moved about their mid-morning duties.

Outside, half a dozen men carrying suitcases passed before the visitor on their way to a red-and-white striped helicopter on the far side of the landing ramp. Leading them was a pilot, marked by his bright-yellow Mae West, clipboard and mail sack. Other men were crawling from a helicopter that had just nestled down on its silver pontoons, its rotors still spinning. Already it was being refueled with high octane gasoline. In a faint Russian accent, the visitor broke the silence.

"This," he said quietly, "is the outstanding helicopter operation of its type in the world today."

The man wasn't just talking through his narrow-brimmed, black fedora. He was the great aviation pioneer, the man who built and flew the world's first really workable helicopter. This man was Igor Ivanovich Sikorsky.

In civilian passengers carried, Humble's 'round-the-clock helicopter ferry operation in Louisiana bows to none. The only other U. S. contender is New York Airways, which last year shuttled 33,000 passengers between three New York City-area airports. Sabena of Belgium, flying between eight cities of Europe, was only a little busier handling 34,000 persons.

Humble's airlift to its 15 offshore drilling rigs is two and one-half times

as large. In 1956, its helicopters carried 85,185 passengers. There were 38,558 flights, a total of 8,498 injury-free flying hours.

The February delivery of two new 12-passenger Sikorsky-58's, straight off Sikorsky's Bridgeport, Connecticut, assembly line, brings Humble's whirlybird flock to 13. They join six eight-place S-55's and five three-place Bell helicopters. In harness together, the two larger classes of ships are the workhorses of the ferry service.

If the S-58 and S-55 are the workhorses, the little Bell is a versatile pony. In three hours of Bell-hopping, District Superintendent I. D. ("Slim") Wafer can cover a route that would take 10 to 12 hours by boat. In a Bell, the special sensation of flying in a helicopter is accentuated. You are almost completely enclosed in a clear plastic bubble. The takeoff is quick as a hiccup; you want to grab something—and usually do. One man said it is "like riding a pogo stick in a giant fish bowl."

The Grand Isle helicopter operation is a pioneer effort in rotary wing aviation. For the first time, the helicopter is performing a large-scale mission that is economically justified. It has lived up to its advance billing by operating just like an offshore bus line.

Schedules are strict. Helicopters take off at times like 6:29, 7:05 and 8:15, return at times like 8:23, 9:18 and 1:22. Once, just to keep the airlift on schedule, C. M. Scholes, head of Humble's aviation transportation division, motored all night from Houston to Grand Isle to deliver a tiny gasket and have an S-55 safely in the air the next morning. "Gasket wasn't worth three cents," Scholes remembers.

To the men who work in the Gulf, the long, torturous boat trips to offshore locations are good riddance. One trip, four and one-half hours by boat, is only 35 minutes by S-55. In the S-58, it is only 30. The oil worker remembers the green-gilled feeling called seasickness. He remembers, too, ten days at a stretch on the LST or platform—being away from home and family.

Three years ago, a storm might have meant accident and long delays reaching a doctor. During last season's Hurricane Flossie, however, crews on Humble rigs were hurried to shore with time to spare. When the storm hit, the whirlybirds, with wings removed, were huddling together inside the hangar like so many weathered-in sparrows.

Helicopter travel charms all who try it. Even the ex-landlubbers, who make up the bulk of drilling crews. Like Mr. Sikorsky did last November, let's take a typical helicopter trip out into the Gulf. We get up early, eat, and arrive at the heliport at 6:30 a.m.—with plenty of time to check in on the 7:05 flight to Rig No. 36 and ST-10. That's 22 boat miles offshore.

In a spacious waiting room, toolpushers, drillers, roustabouts mill about with an easy nonchalance never seen at Idlewild or Washington National airports. You step on the scale and record your weight on a pad marked "ST-10." Soon the pilot comes in, speaks to the veteran passengers and tallies up his cargo. Then turning, he says something like "All offshore that're goin' offshore. ST-10," and walks through the hangar to his 'copter.

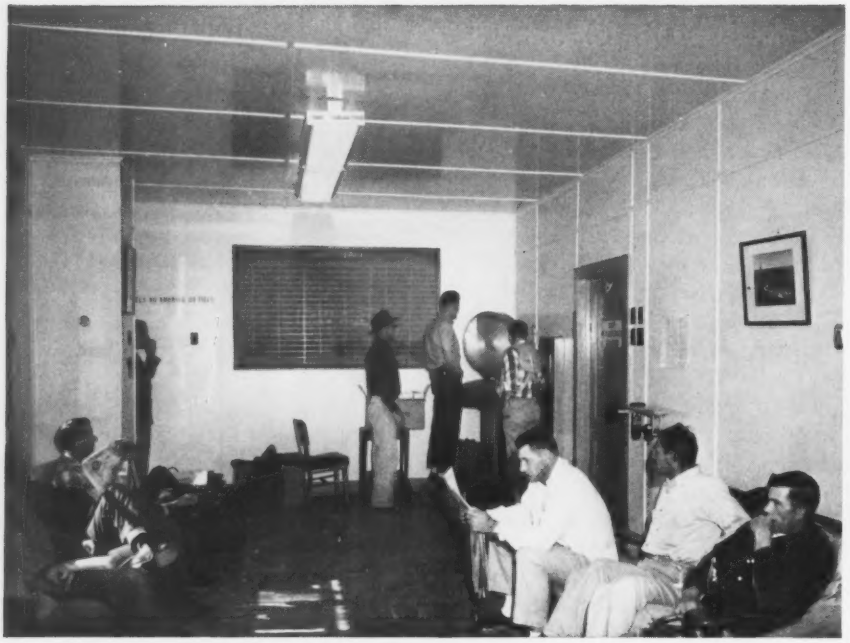
You follow. Inside the cabin of one of the big, new S-58's, you get tangled up in an orange life jacket. A 200-pounder in a hard hat helps out; shows you how to buckle the seat belt. Just then, there is a buzzing sound followed by a croaking cough; then the 1525-horsepower Wright-Cyclone engine begins to purr with power. The main rotor overhead starts to turn, slowly at first. Soon it is popping rhythmically like a hundred sheets in a high wind.

After five minutes' warm-up the noise suddenly gets a little louder, the vibration a little greater. The machine rocks, then begins to rise. It is now you get *The Helicopter Feeling.* You are exhilarated; it's like a ferris wheel ride, but better. You can't help but smile.

The helicopter noses forward and moves out, like a sprinter getting away from his starting blocks. You are being swept along through the air as if in a basket at the end of a long rope. Up, up you go until the landing strip is but a small black patch. You look at your wristwatch. 7:05. Right on schedule.

At 600 feet, the ship levels off, passes over the sandy Grand Isle beach and hums at 80 miles per hour out over the blue of the Gulf, crossing paths with a boat slowly ploughing the whitecaps below. The rotor overhead spins lazily like an old-fashioned ceiling fan. Those four rotor blades, made completely of aluminum and waxed to a high gloss, are the heart of the helicopter. Each is 27 feet long, yet weighs but 165

Beginning 1,400-mile delivery trip to Louisiana, two new Sikorsky-58s windmill down the rugged Connecticut coast. They can carry 12 men 150 miles from home base and back.



Comfortable waiting room is crossroads of men whose working address is Gulf of Mexico. Here, they weigh in, sign on helicopters flying to 15 offshore rigs on 24-hour basis.

pounds. They revolve only about 270 times per minute, but are traveling 400-500 miles an hour at the tips.

Exactly 14 minutes later, the helicopter banks sharply to allow a view of Rig No. 36 and the converted LST with a flat, modified square area at one end. Nobody has to tell you. That tiny yellow bull's-eye is the landing spot.

Before fear can set in, the ship is hovering above the target and settling down to the gently rolling deck. Helicopter landing is marshmallow soft. Sikorsky once attached a net bag to a 10-foot rope and suspended it from a helicopter. In the bag were a dozen eggs. Not one cracked in the landing.

Another glance at your watch confirms that the offshore airlift is right on time. Within moments, your cabinmates have alighted and others have crawled on with their suitcases—talk about life on the land going out, talk about life at sea coming in. The pilot exchanges mail sacks with a seaman standing by. Then again, the big noise; again, up and away; again, you smile.

Too soon, you are back at the heliport. As you flutter down, the air seems rubbery, bouncing you a little, then lifting you up. Now you loosen the safety belt, shed the life jacket and step cautiously from the helicopter as the rotor spins above. It is 7:40. Just as the schedule read, it was 15 minutes each way, five minutes in between.

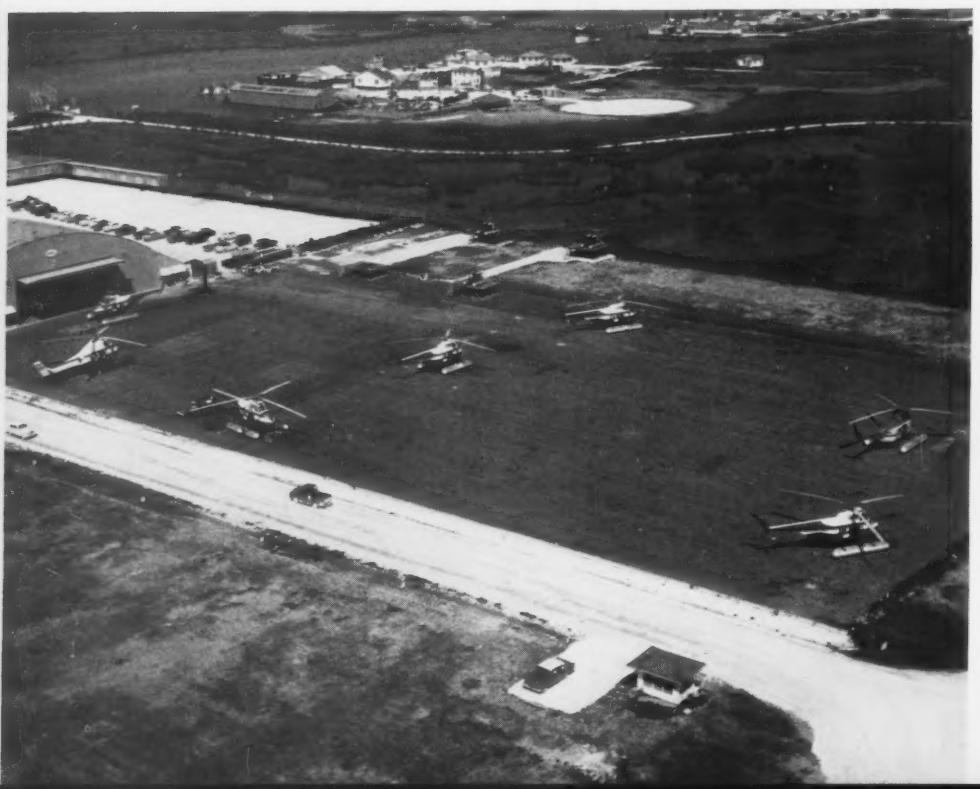
Throughout your first ride, you wondered how any human could fly this frantically flapping machine. So you meet Chief Pilot Gus Johnson, who strolls out to an S-55 and shows how.

"The helicopter," says Gus, "has to be babied more than the fixed wing aircraft. Take your hands off these controls for any length of time and the thing is flopping all over the sky." The way he explains it, you figure the 'copter pilot is a pretty busy individual.

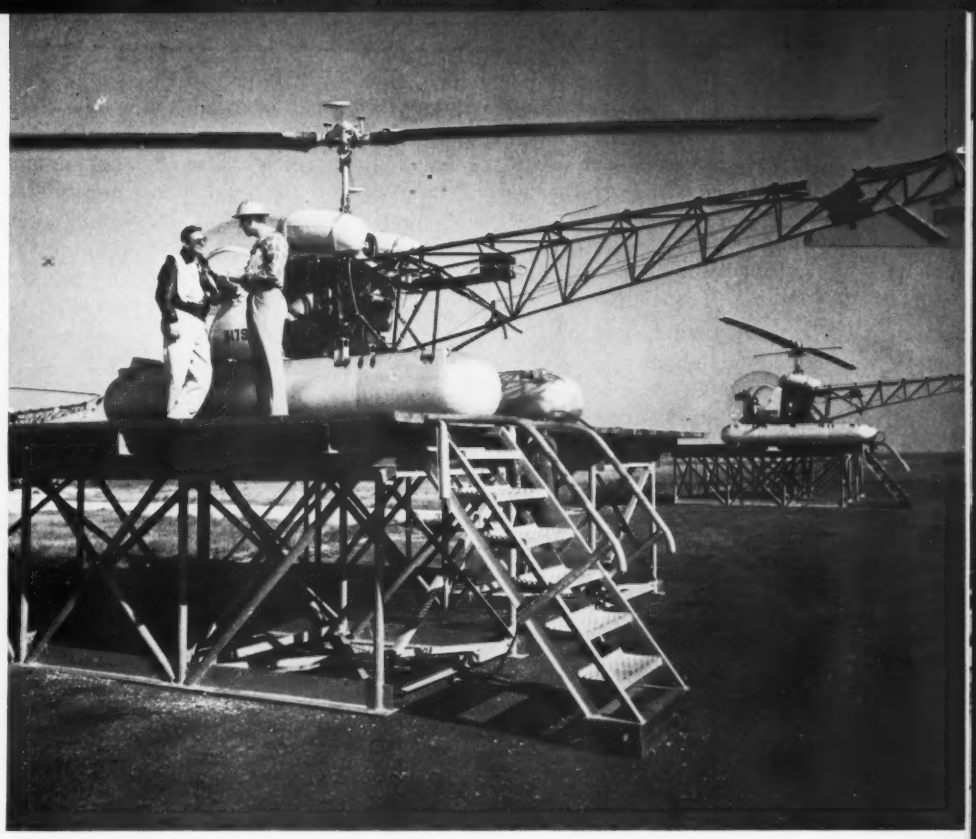
Humble helicopters at Grand Isle are piloted by 21 men working for Rotor-Aids, Inc., a helicopter contract service headquartered in Ventura, California. A pilot works an eight-hour shift four days, an eight-hour shift four nights and then is off four days.

To pilot a helicopter for Humble, you need a commercial pilot's license with helicopter rating and a minimum of 750 hours of helicopter time. At Grand Isle, Rotor-Aids has ten pilots with more than 2,000 hours. Three of every four were service helicopter pilots.

The helicopter pilot navigates visually, by the landscape, radio and compass. At Grand Isle, they know the Continental Shelf like their own backyard—only on three occasions in two years have pilots had to turn back because of faulty navigation. That's not bad when you consider that average Gulf visibility is seven to ten miles, that some of the rigs sit as far away as 35 miles.



Aerial view of heliport, adjacent to Grand Isle District office, catches 'copters at brief noonday rest. Whirlybird flock has grown from two in 1954 to present 13. Two more S-58s will arrive in late April.



Bell helicopter, with payload capacity of 400 pounds, is baby of three classes of craft used at Grand Isle. Bells nest on platforms to keep buzz-sawing tail rotor clear.

Fog is the worst enemy. Military pilots boast that the helicopter can fly "even when the birds are walking," but bad weather clips the wings of the Humble whirlybird fleet. Anything under three miles visibility and a 500-foot ceiling puts the tortoise-like boats back into temporary service. That happens about once a month from October through March.

In air transport, safety is king. Humble's helicopter system at Grand Isle is working proof. In no case is a load limit exceeded: an extra 'copter is sent along to carry that extra man. A crewman always stands by with a fire extinguisher when a helicopter cranks up. All craft, of course, are equipped to set down on land or water. The S-58's carry a specially-designed amphibious gear which allows landing on rubber floats or retractable wheels. Landings

As Gulf churns against converted LST, eight-passenger S-55 settles down on bull's-eye of the landing deck to take on drilling crew going off duty.

with power off are practiced regularly. Extra fuel is staked out on a lonely beach—the half-way mark to a rig 35 miles away.

There's no daredevil stuff by the pilots. They take the safe, easy way every time. They have a saying: "There are no old, bold pilots."

A common question is "What would happen if the engine stops?" The answer is: autorotation. This means if the engine fails, its clutching mechanism connected to the rotor is automatically disengaged. The blades continue to rotate due to air pressure exerted against them as the craft slowly descends.

Just before landing, the helicopter hovers momentarily in a unique phenomenon. About six feet up, the rotor downwash bounces back and provides a cushion of air to land on. This same rotor wash has pushed ashore a sailboat stranded on a windless lake and thrashed a ripe Texas pecan crop to the ground from overhead.

Of all the airborne craft, the helicopter owns the best safety record. In support, not one person has ever been hurt in a Humble-owned machine. A major slice of the credit for this outstanding record goes to the 22 mechanics of the maintenance group. Last year, they kept four of Humble's six S-55's available 100 per cent of the time; five of them available 87 per cent of the time. All six were available 17 per cent of the time.

Painstaking mechanical checks made this possible. Every craft undergoes a thorough examination daily. After 50 flying hours, it is wheeled into the hangar. There it is checked from stem to stern. The main checklist contains 257 items. Parts are replaced: maximum use of the helicopter's components is not the goal. An engine analyzer detects motor flaws, like a cardiograph listens for a heart murmur. Extra engines, all built up, stand ready. When the helicopter goes back into service, it is practically as good as the day it left the factory.

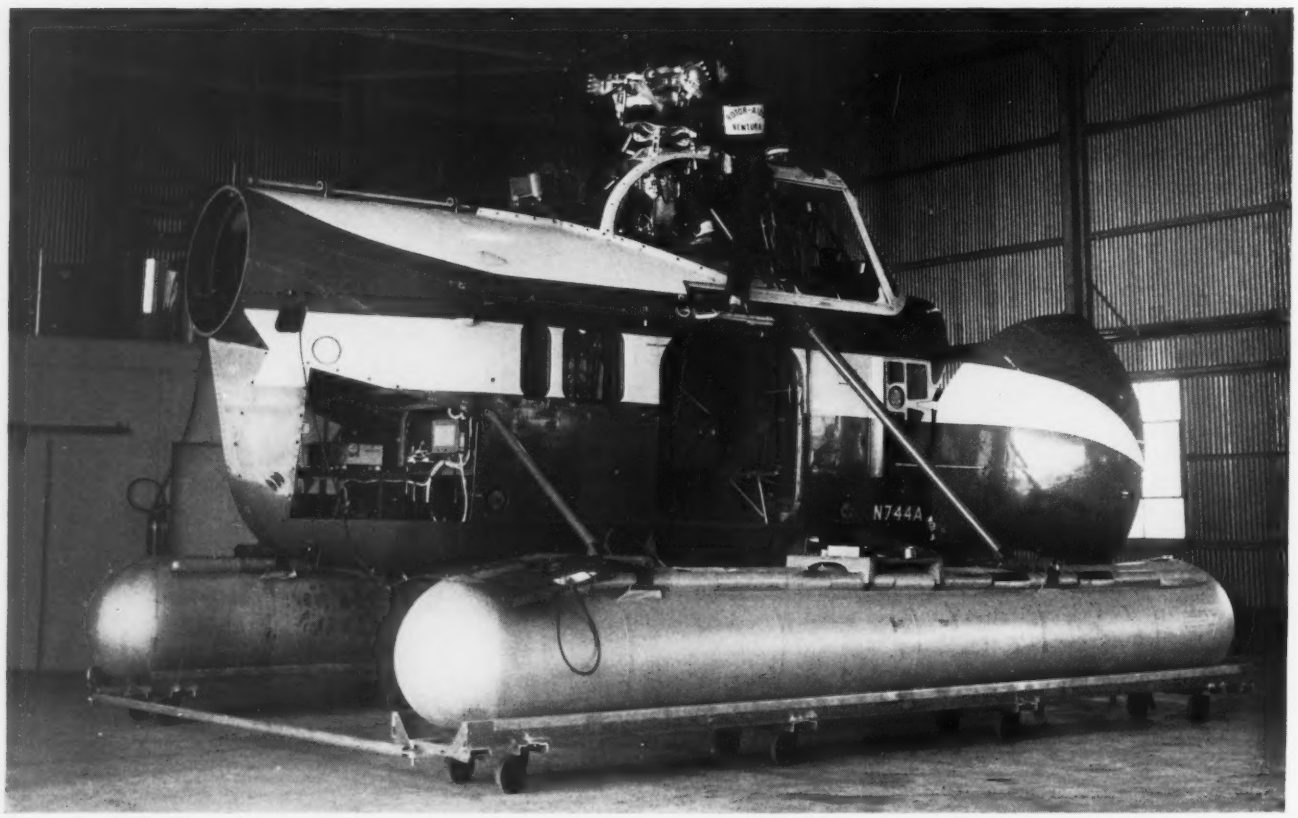
Engines are recommended for complete overhaul at 600 flying hours. Humble has it done at 480. The S-55 engine, a 600-horsepower Pratt-Whitney, is trucked all the way to Houston. There, more manhours are spent rebuilding the engine than it spends in the air. The S-58 engine will return to a New Jersey factory for overhaul. All told, the Humble helicopter spends five and one-half hours on the ground in checking and repair, to every one in the air.

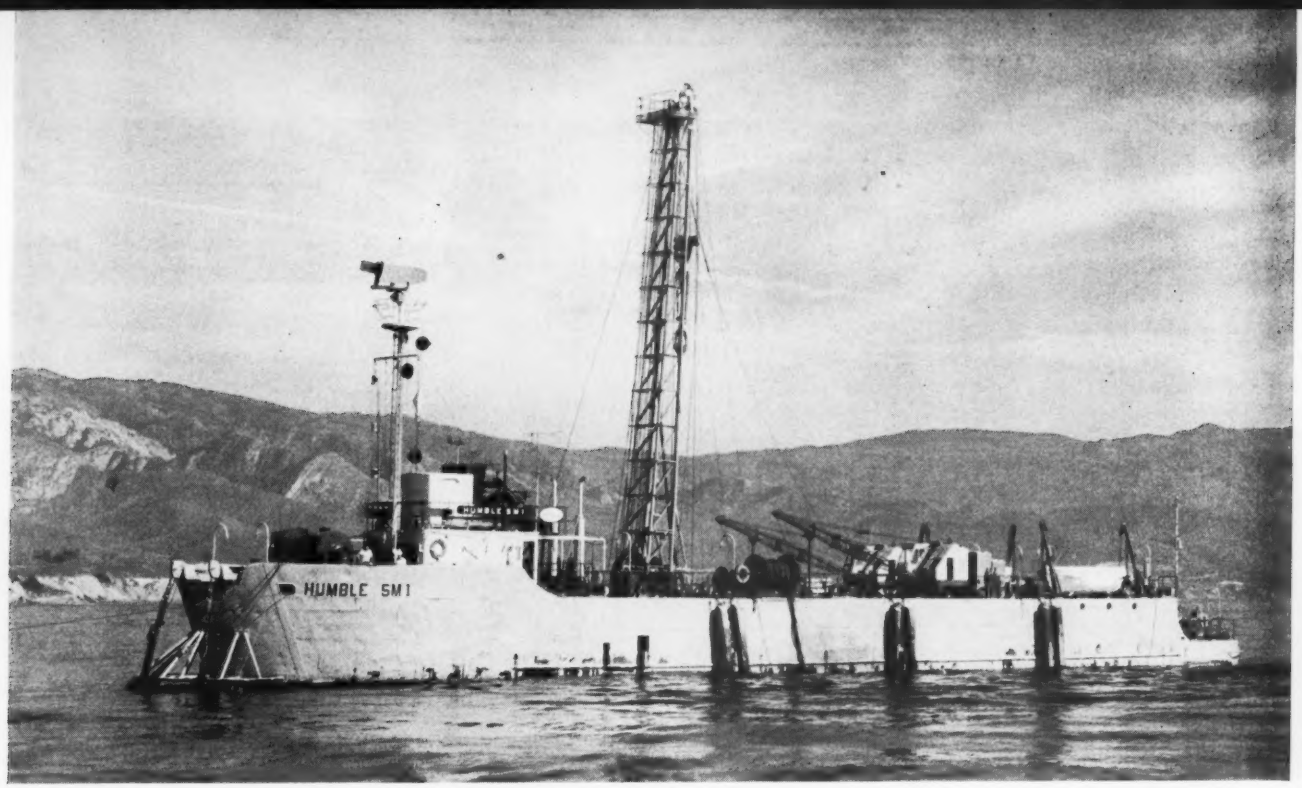
The future of the helicopter with Humble seems secure. The S-58's went into service March 1, and two more like them arrive in April. It should surprise nobody if the offshore airlift carries 150,000 passengers in 1957. And since the S-58 carries cargo equipment, it may not be unusual to see a whirlybird flying offshore with a pipe or other oil field equipment in its talons.

The helicopter, with all its talents, is not perfect. Even Lindbergh's 1927-vintage "Spirit of St. Louis" was faster and rangier than any helicopter Humble owns today. But for specialized tasks such as at Grand Isle, it's hard to beat an "eggbeater."

Aviation chief Charlie Scholes realizes this better than most. "This thing is no toy," he says. "We are carrying the life's pulse of our operating and supervisory personnel. Mr. Sikorsky is right: 'It's the outstanding operation of its kind in the world.' "

Rigid maintenance checks by 22 skilled mechanics keep Humble helicopters air-worthy high percentage of time, protect perfect safety record: In 1956, there were 38,000 flights, no mishaps.





Floating drill barge now at work in the waters off Santa Barbara, California, is Humble's latest tool for exploring the West Coast tidelands. The wells drilled from its rolling deck will help Company geologists evaluate areas for possible leasing and wildcat drilling.

PROBING IN THE PACIFIC

Off the California coast, Humble is exploring subsurface formations with new type floating rig

THE gray silhouette of an ocean-going barge slipped quietly through the swells of Santa Barbara Channel recently, splashed four massive anchors into 210 feet of blue water, and began operations which Humble hopes will pave the way for new oil discoveries in the California tidelands.

Humble SM 1 is the vessel's name—and the job of its 25-man crew is to drill exploratory core holes deep into the subsurface formations beneath the Pacific Ocean. Electric logs and cuttings from these wells will aid Humble geologists to better evaluate the area for possible leasing and wildcat drilling.

One glance is enough to convince you that this 204-foot ship—a converted Navy landing craft—is something pretty special for Humble on the offshore exploration scene. Rising above the weather deck amidships is, for example, a 75-foot derrick—not greatly unlike its landlubber counterpart. And directly below, through the deck and bottom shell plating down into the lapping ocean water, is a 10-foot diameter well—sealed at the sides to prevent the ship from sinking. The drill bit and pipe extend from the block to the derrick floor straight down through the water to the ocean bed.

Other sections of the vessel house such things as 7,500 feet of drill pipe, two 150-barrel mud tanks complete with high pressure pumps, a cementing tank, two 30-foot cranes, well logging equipment, complete electronic facilities including radar, and living and dining quarters for the crew. This remarkable vessel is, in effect, a completely self-sufficient floating island, from which specialists will be able to drill and evaluate exploration core holes to depths of 7,500 feet without any on-shore help. Most of the recent core holes have been drilled to depths in excess of 3,000 feet in waters 60 to 250 feet deep.

Since being put into service the latter part of 1956, this new addition to Humble's maritime fleet has centered its activities in the waters off Santa Barbara, California. However, in the future, it may roam all of the West Coast from San Diego to Seattle in quest of tidelands geologic secrets in waters up to 600 feet deep.

One important feature of the operation is a remote control blowout preventer and well head assembly which sits on the ocean floor and is hydraulically controlled indirectly from the barge through long hoses. This equipment was designed to provide blowout control at the ocean bottom and to make possible return circulation to the floating vessel. In case of a severe storm, bringing high waves and a rolling derrick floor, the drill pipe is pulled out and the core hole temporarily sealed at the ocean floor. Thus the barge can be disconnected quickly from the hole that is being drilled. Then after the storm subsides,

Drilling mud poured into hopper drops below to 150-barrel mud tank. There it is mixed with water and pumped into drill pipe.

Lengths of neatly stacked drill pipe lie on open deck awaiting their turn in core hole. Small, 3½-inch pipe is being used in operation.

cables guide the pipe back into the core hole, circulation is reestablished and the drilling continues.

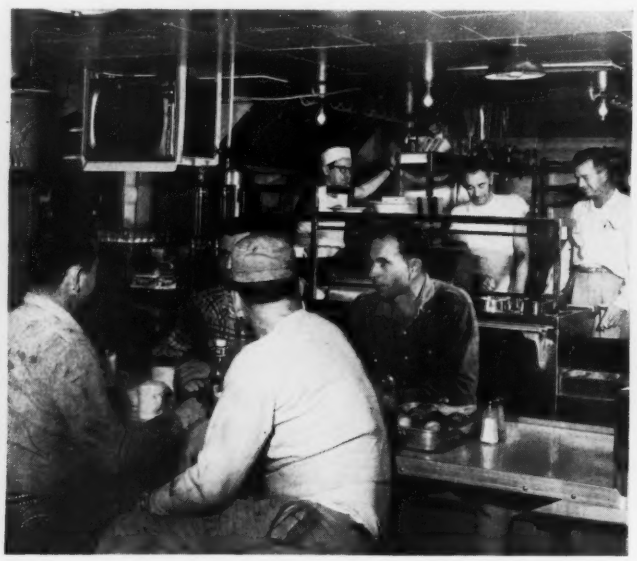
To keep the drill bit on the bottom of the well, telescoping joints of pipe are used to compensate for normal rise and fall of the vessel. A gimbal arrangement on the rotary table reduces bending in the drill pipe due to rolling motion of the ship.

One of the problems encountered in the coring operations concerns the treacherous currents which sweep most of the California coastline—the same currents that make surf swimming so hazardous on many beaches. These underwater "rivers" move along at a brisk five-mile-an-hour clip at times and cause many core holes to be drilled at exasperating angles instead of straight down. Also, wave action and currents generally prevent coring operations from a floating vessel in waters less than 50 feet deep.

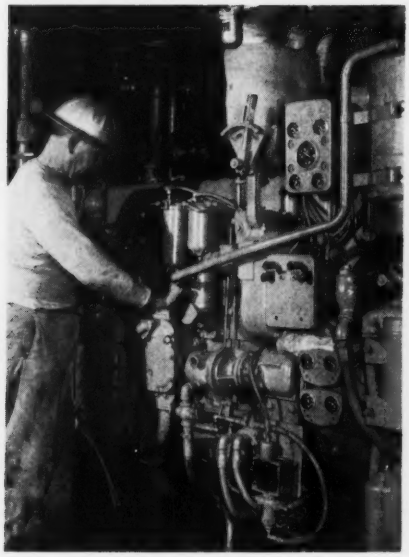
This new barge and resulting coring work do not represent Humble's first exploratory efforts in California's tidelands. As early as 1948 Company geophysicists compiled offshore seismic data. Geologic frogmen joined the search later by determining dips and strikes and taking samples of outcrops on the ocean floor. Even shallow jet cores were obtained from small contract boats. The seismic picture was used to show the physical characteristics, whereas the core results and the frogmen's surface geology were used to construct geologic contact maps. All helped to determine the nature of the geologic structures—the size, location, age and approximate thickness of the sediments overlying offshore prospects.

The need, however, for more complete information in certain promising

Drilling activity centers around derrick floor located above 10-foot diameter hole in vessel. Pipe extends through opening to ocean bed.



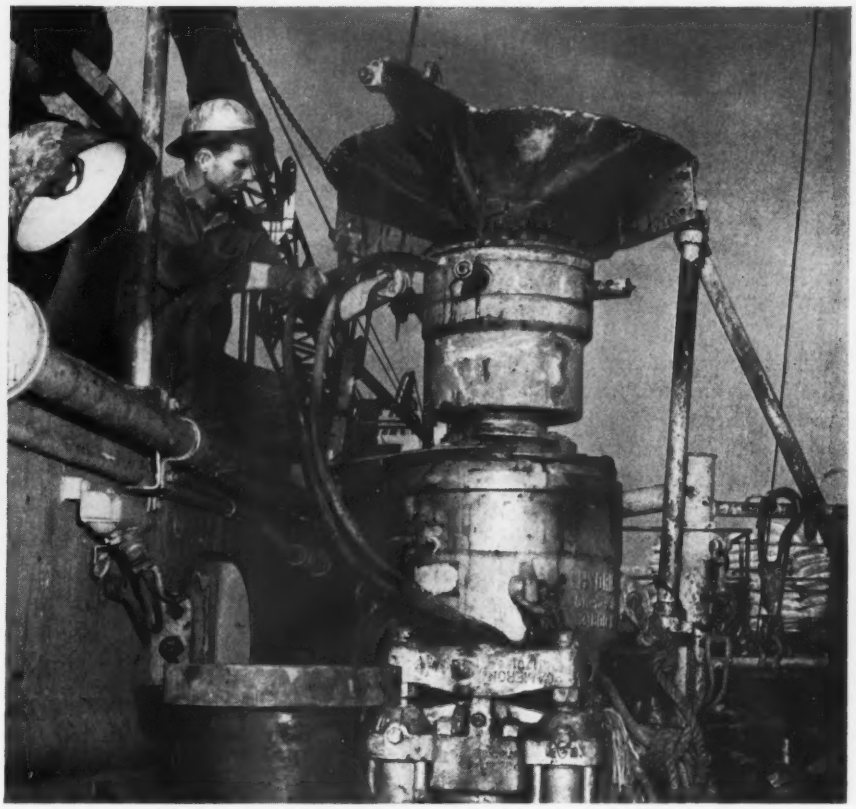
Dining room—where meals are served cafeteria style 4 times daily—doubles as TV, recreation area for off-duty members of drilling crew.



Engine room houses generators, compressors, pumps for mud, cement, fuel, and water.

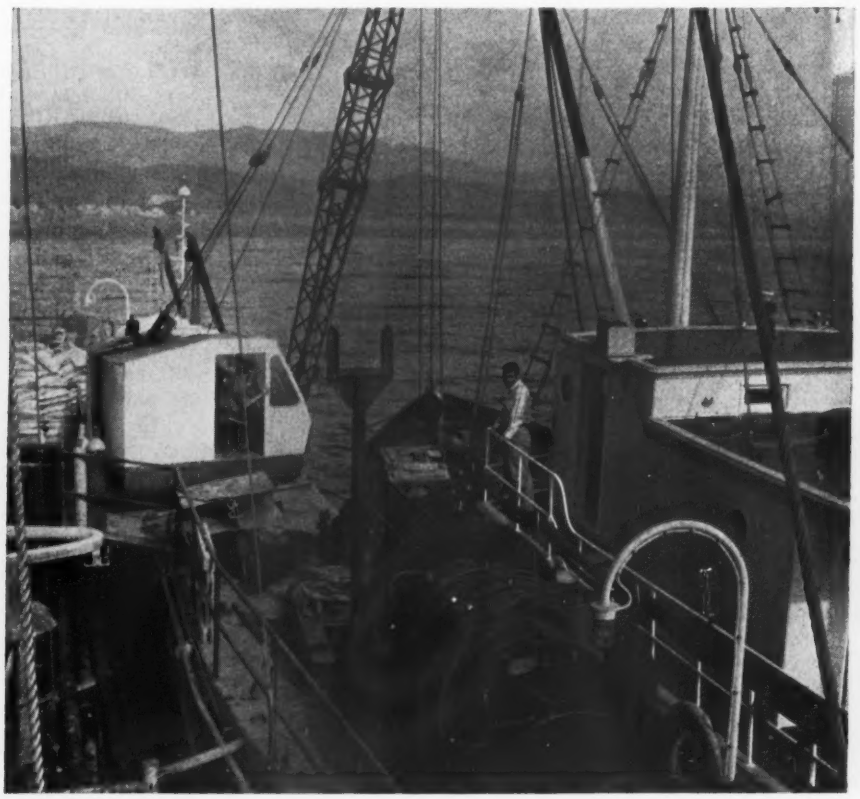
areas soon became apparent. This is now being accomplished with Humble's new coring boat. Geologists now are able to look at formations several thousand feet beneath the Pacific and thus obtain a much more intelligent interpretation of the structural conditions offshore California.

Finding the oil in these submerged lands—if there is any oil there—certainly will not be easy. At best, it will be a long, complicated, and costly process. But Humble's *SM 1* and the core holes drilled from its rolling deck promise to aid the search.



Remote control blowout preventer and pack-off assembly will be lowered to ocean bed, attached to end of casing. Apparatus is hydraulically controlled from barge through hoses.

Ship-to-shore radio on Humble's SM 1 is used by toolpusher to make progress reports.



Five-ton revolving crane—one of two located on the vessel—hoists crates from supply ship. These lifting units also are used in transferring cargo from one part of barge to another.

Humble Directors Propose Stock Split

The notice to shareholders of Humble Oil & Refining Company calling the annual meeting for April 29 contains a proposal from the directors to split the stock of the Company two-for-one.

The directors propose to the shareholders that the number of shares of stock be doubled by increasing the authorized shares from 38,000,000 to 76,000,000 and by converting each existing share of stock into two new shares.

The proposed resolution requires approval by a two-thirds vote of the outstanding shares of stock of the corporation. If the resolution is adopted, each existing share of stock will be converted into two new shares without additional consideration.

This increase in the number of shares is considered to be of advantage to the shareholders and the Company, and is recommended by the Board of Directors because the shareholders' investment in the Company has increased from $865,237,463 at the end of 1951, shortly after the last change in the number of shares of stock was made, to $1,257,581,983 as of December 31, 1956. Approval of the split also is recommended because of the continued expansion in the assets and operations of the Company, and because the change should broaden the market for the stock of the Company.

Only shareholders of record at the close of business on March 11, 1957, are entitled to vote.

Barnes Resigns; Groseclose Named New Mexico Sales Manager

W. C. Barnes

W. B. Groseclose

W. B. Groseclose, a veteran of 28 years' service with Humble, has been named manager of the Company's New Mexico sales operation, following the resignation of W. C. Barnes.

The new New Mexico manager will move to Albuquerque from El Paso, where he has been district manager since June, 1955. Before moving to El Paso, Mr. Groseclose spent 19 years in San Angelo as a Humble sales representative.

Walter B. Caughran, former local manager in El Paso, succeeds Mr. Groseclose as district manager there.

Mr. Barnes resigned from Humble to become marketing manager for Essosa, with headquarters in Havana, Cuba. He will supervise marketing operations in the Caribbean area, Bermuda, and Central America.

Walter B. Caughran

The new Essosa manager had been with Humble since 1929, having started as a service station salesman. He served as assistant division manager in Abilene before moving to the Company's Albuquerque office in March, 1955.

Hammond Certified in Industrial Hygiene

James W. Hammond, industrial hygienist and sanitary engineer in Humble's Medical Division, was elected recently to membership in the American Academy of Sanitary Engineers.

It came as a result of a recent meeting of the American Sanitary Engineer Intersociety Board in New York City.

Certification is carried out for the purpose of improving the practice, elevating the standard and advancing the cause of sanitary engineering.

James W. Hammond

Mr. Hammond joined the Humble Company in 1947 as industrial hygienist and sanitary engineer.

In addition to his work with Humble, he serves as assistant professor of Industrial Hygiene at Baylor University College of Medicine, and is an instructor in the University of Texas Postgraduate School of Medicine.

Rommel Heads Texas Safety Association

A. Ross Rommel, Humble's chief safety engineer, was elected president of the Texas Safety Association at the 18th annual Texas Safety Conference in Houston on March 25. He has been a member of TSA since 1948 and is a former first vice president.

A. Ross Rommel

At the same meeting, Humble Sales Manager Frank A. Watts was chosen as one of the association's two vice presidents.

S. E. Bering New Stock Transfer Manager

S. E. Bering, Jr. has been named manager of Humble's Stock Transfer Office following the retirement on March 1 of Francis Woessner.

S. E. Bering, Jr.

Bering, a Humble employee since 1933, entered the Stock Transfer Office in 1946 after returning from service in the Navy. Before his promotion, he served as assistant manager of the office.

Mr. Woessner, a former major league baseball player with the Philadelphia Athletics, joined Humble in 1923. He had been manager of the Stock Transfer Office since 1925.

Work Begins on New Cat Cracker

Work has begun at Baytown Refinery on Humble's new Fluid Catalyst Cracking Unit No. 3.

The new "cat cracker"—scheduled for completion in February, 1958—will work in conjunction with the two existing units, Cat Crackers Nos. 1 and 2. It will be able to process 55,000 barrels of gas oils daily, more than either of the other two existing units. The new unit will make components used for the manufacture of Butyl rubber, butadiene, aviation gasoline, and high octane motor fuels.

Baytown's third Cat Cracker will replace some obsolete equipment and will provide for better utilization of available raw stocks.

Completes 40 Years of Service

Sampson A. Susholtz, assistant division head in Refining Operating in the Houston Office, completed 40 years of service with Humble March 23.

The *Esso Hamburg* with 188,400 barrels of Texas crude oil on board leaves Baytown Refinery docks bound for Germany. Seventy-one tankers and 124 barges that loaded at the Refinery docks in January set a new loading record. This photograph—picked up by the Associated Press—was printed in newspapers around the world.

Recent Retirements

HUMBLE PIPE LINE COMPANY

Name	Location	Date of Retirement	Years of Service
Osee V. Cunningham	Judkins Station	March 14	33
Fred M. Jones	Longview Division Office	March 9	28
Lee Kuntz	McCamey Station	March 19	21
Joe A. Lambert	Station "B"	March 8	30
Kelly Lowe	Whitsett Station	March 22	28
Harold E. McGowen	Operating Field North Texas Div.	February 11	36
James D. Smith	Mt. Pleasant Sta.	February 24	26
Elbert B. Wells	London Gas Station	March 4	29
Arthur D. Wilbur	Pipe Line Accounting—Houston	February 28	33

PRODUCTION DEPARTMENT

James E. Barwick	Maurbro	March 1	36
Elwood F. Farrand	London District	March 7	33
Thomas F. Franklin	Raccoon Bend	February 4	31
Allen E. Gallman	Gladewater District	March 16	28
Leonidas P. Huffman	Athens District	March 23	35
Henry C. Jennings	Tomball District	March 22	36
Fred P. Johnson	Goose Creek	March 31	32
Robert L. Kemp, Sr.	Avoca	March 15	31
Josephine P. Law	East Texas Division Office	March 29	25
James M. Newcomer	Avoca	March 1	36
Leroy A. Smith	Friendswood Dist.	March 21	28
Wilber R. Whitsell	Pampa District	March 10	29
John W. Woolery	Athens	March 5	28

BAYTOWN REFINERY

John A. Becka	Insulation Dept.	February 22	27
Leonard O. Canon	Pipe Dept.	February 1	31
James C. Cloud	Solvents Dept.	February 1	35
William F. Currie	Railroad Dept.	February 20	32
Oliver H. P. Dawson	Research & Development Dept.	March 23	34
William D. Dillard	Pipe Dept.	February 1	34
Nathan Ellis	Paint Dept.	December 10	20
Arthur J. Everett	Utilities Dept.	March 13	30
William O. Fritch	Labor Dept.	March 11	22
Ray Hollingshead	Insulation Dept.	March 9	35
Robert H. Lange	Utilities Dept.	February 21	30
Jose Salinas	Treating	March 5	27
William E. Wood	Labor	February 1	31

HOUSTON OFFICE

Ellen L. Hayden	General Sales	March 7	27
Francis Woessner	Treasury Dept.	March 1	34

Deaths

Employees: Robert C. Bittick, 51, shift supervisor at Baytown Refinery, on March 17; Charles L. Boren, Jr., 27, junior engineer in Geophysics-Texas, on February 16; Walter B. Burgess, 59, gas plant superintendent at East Texas gas plants, on March 11; Robert B. Dickerson, 52, district chief clerk at Pierce Junction, on March 11.

Allen L. Farley, 50, assistant connection foreman at Cisco connection, on January 23; Lee W. Hinton, 50, rigger at Baytown Refinery, on January 10; Thurman L. Jackson, 44, lease pumper-gauger at Stratton, on January 21; James H. Jones, 60, tool pusher at London, on January 13; Joe A. McCasland, 43, compressor plant operator and gauger at Lovell Lake, on February 10; Joseph Perry, 56, laborer at Baytown Refinery, on January 22; Howard B. Savell, 50, guard at Baytown Refinery, on February 19.

Ramon L. Schneider, Sr., 59, supervisory treasury auditor in the Houston office, on February 26; Joe Sieber, Jr., 62, rigger at Baytown Refinery, on February 21; Joe G. Sloan, 54, assistant division superintendent of the Eastern Division, on February 14; Fred A. Smithers, 43, operator at Baytown Refinery, on February 28; Frank C. Wiley, Jr., 35, district salesman in Northeast Texas Division office, on January 16.

Annuitants: William A. Campbell, 73, former field engineer at McCamey District, on January 14; Beth D. Goss, 66, former assistant buyer in the Houston Office, on February 1; Willie K. Harper, 81, former tool room man at Baytown Refinery, on January 26; James J. McCarty, 80, former freight clerk in Production Accounting in the Houston office, on February 25; Michael J. O'Reilly, 72, former field engineer at the London district, on March 3; James B. Padon, 55, former tool pusher at Eucutta, on February 14.

Benjamin F. Pingelton, 84, former pumper at West Columbia, on February 8; William Quigley, 72, former equipment foreman at Baytown Refinery, on February 15; Eugene Skaggs, 68, former carpenter at Baytown Refinery, on February 10; Merrill L. Snyder, 58, former superintendent of BOW at Baytown Refinery, on January 14.

Behind this issue

● For the benefit of any non-Texans among our readers, we hasten to explain that the lovely blue flowers on the front cover of this issue are *bluebonnets*, the state flower of Texas.

The scene, which typifies spring in

Porfirio Salinas, Jr.

the rolling hills of Central Texas, is the work of Porfirio Salinas, Jr., talented San Antonio artist who has won wide recognition for his outstanding landscape paintings—especially those depicting bluebonnets.

Although our cover picture has all the warmth and beauty of a lazy spring day, artist Salinas actually painted it in his studio last December, when not a bluebonnet could be found, and the raw chill of the Texas northers would seem to discourage even the thought of spring. But the bleak and untimely season proved no handicap to Salinas. He has been painting bluebonnets and other Texas flora since he was a boy, roaming the gentle hillsides around Bastrop, his native town. He has an intimate knowledge of his subject, and a rare ability to paint Texas landscapes as Texans know and love them.

● From time to time during the past five years, *Humble Way* writers have used the fictitious characters, Sam and Martha Perkins, to help present information about various phases of Humble's employee benefits program (see page 6). Recently we called on Jack Gudger, in the Annuities and Benefits office, to see whether there is actually a Humble employee with the same name as our fictitious one.

Jack's search of the files turned up the information that there are 14 Perkins, men and women, on Humble's payroll. And, sure enough, one of them has *Sam* as his first name. Samuel Coleman Perkins, to be exact.

Unlike fictitious Sam, who has 21 years of service, real Sam went to work for the Company only last January. He is a roustabout in the Wink Production District. Fictional Sam is 51 years old; real Sam will be 23 in June. And there is another big difference—fictional Sam has a wife and two children; real Sam is not married.

● As superintendent of Humble's Aviation Transportation Division, C. M. Scholes doesn't get to spend as much time in the air as he used to, or would like to. He did, however, join the ferrying crew that recently brought two of the big helicopters from New Jersey to Grand Isle, Louisiana (see page 14).

Scholes, incidentally, is qualified to pilot helicopters as well as airplanes. He learned to fly while still in his 'teens, soon after World War I. And

C. M. Scholes

like most aviators of that time, he logged a lot of flight time barnstorming around the country, performing aerial acrobatics and hauling brave passengers aloft on see-the-city-from-the-air-for-a-dollar flights. It's a long way from the old "Jenny" of 1918 to the dependable helicopter "offshore airlift" at Grand Isle.

The Humble Way

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Published every other month for employees and stockholders

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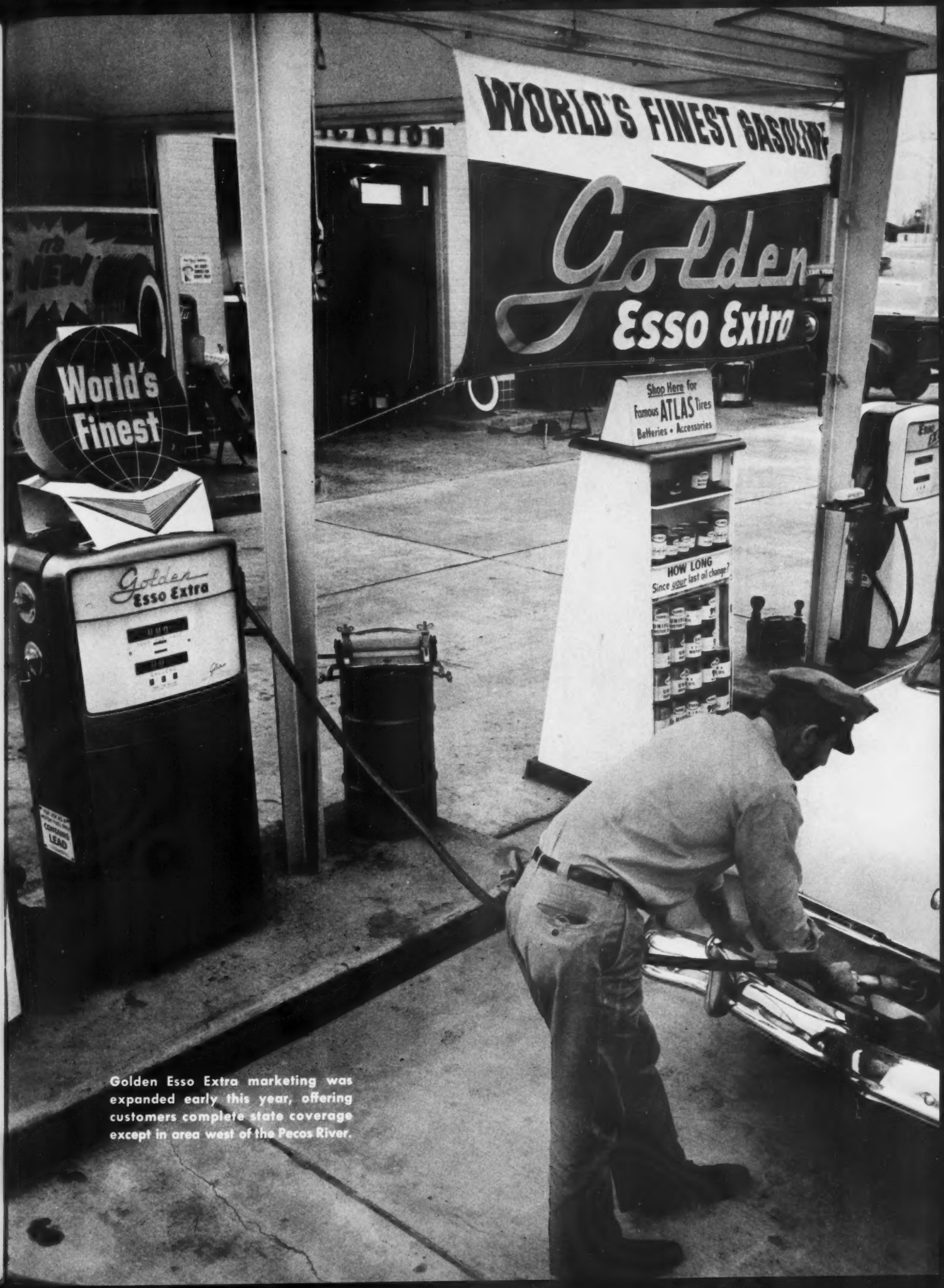
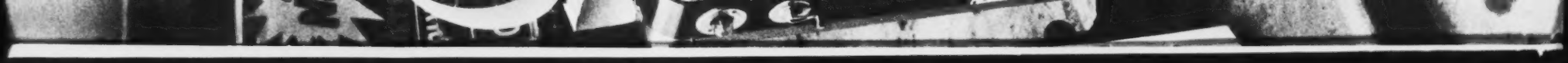
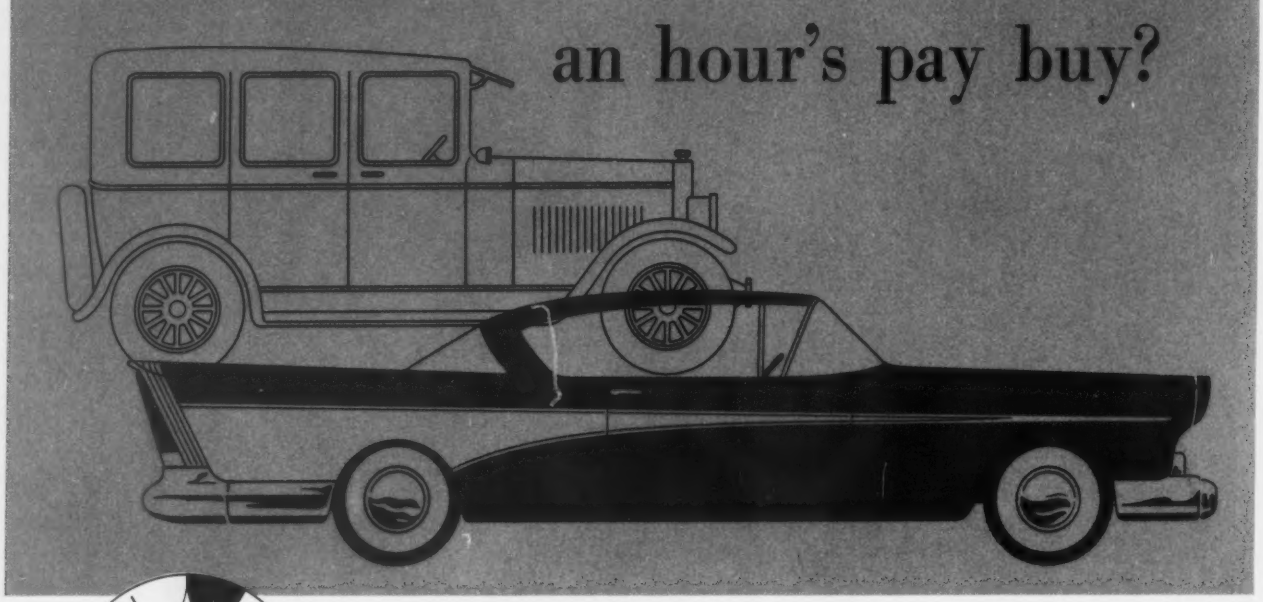


Golden Esso Extra marketing was expanded early this year, offering customers complete state coverage except in area west of the Pecos River.

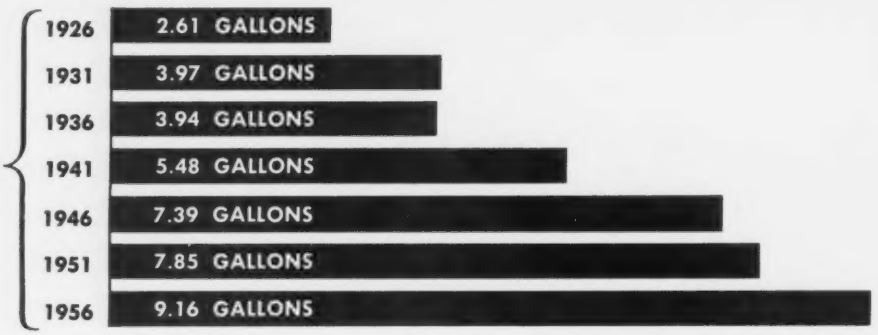


Golden Esso Extra marketing was expanded early this year, offering customers [illegible] coverage, excellent [illegible]

How much gasoline does an hour's pay buy?

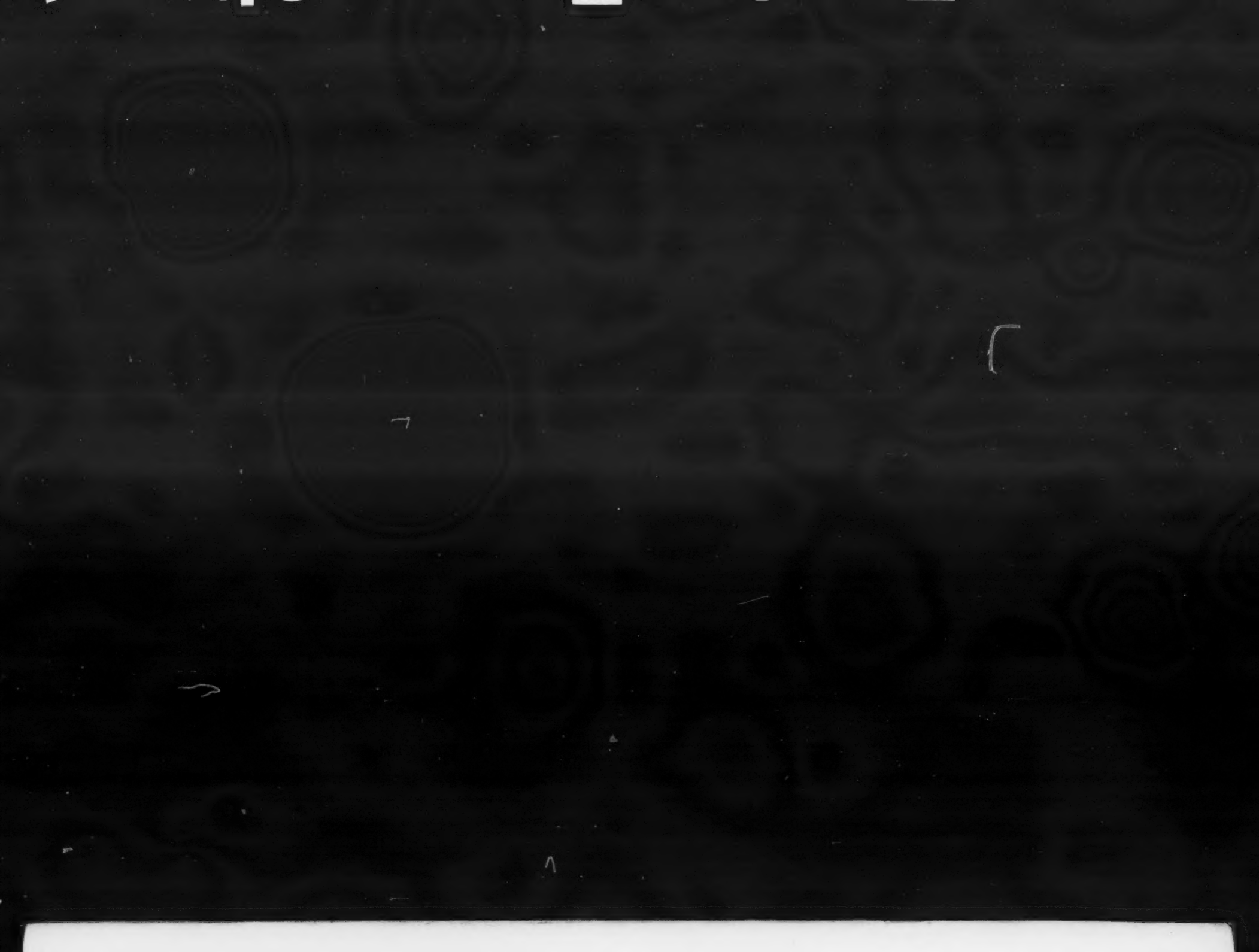


ONE HOUR'S PAY =
IN MANUFACTURING



(Excluding gasoline taxes)

An example of progress

In this day and time of rising prices, there are very few commodities that are a better buy today than they were a generation ago. Gasoline, however, belongs to this category. As shown on the above chart, the average pay for an hour's work in manufacturing bought more gasoline in 1956 than in any prior year. (These figures are without state and federal taxes, which have increased from 2.41 cents in 1926 to 8.9 cents currently.) Furthermore, the quality of this gasoline is far superior to that of earlier years.

Such are the benefits of progress . . . progress to which the petroleum industry contributes research, capital, manufacturing facilities and, most importantly, an enterprising spirit.